

The Swedish Coast Guard and Dangerous Goods Inspections

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Relative to Dangerous Goods (DG) inspections, the SCG is an organization in transition. As of today, the SCG can only inspect those vehicles travelling out of Sweden and only in accordance with the International Maritime Dangerous Goods (IMDG) Code. As it is, the authority to conduct these inspections is a delegated authority from the Swedish Maritime Administration.

Within this authority, the SCG conducts many random DG transport vehicle inspections throughout Sweden's 27 ports authorized to transport DG. The goal is to conduct at least one inspection per quarter in each port and/or shipping line that trans-



ports DG. By doing this, the objective is to decrease the number of deficiencies with maritime transport of DG, thereby increasing safety. Sounds simple, but it is not.

Only specially trained SCG personnel are assigned the duty of conducting DG vehicle inspections. This is an art that is not learned merely from a book, but rather over time. There are many tricks and pitfalls that await an inexperienced inspector. Even after a DG inspectors initial training, there is yearly refresher training combined with practical exercises. In addition to this, to reinforce their training, SCG DG inspection personnel conduct many classes throughout Sweden. This is one field of expertise where training is continuous.

The life and times of a SCG DG inspector are not glamorous, especially when conducting an inspection in the middle of winter storm. To compensate for this detractor, there is some compensation such as the SCG's specially designed motor home, below.

This motor home may not look like much, but in the middle of winter, it offers much in way of protection from the elements as well as communication capabilities with the outside world. All the necessities needed to assist a SCG DG inspector in the harshest of environments have been considered.

Things though are changing for the better for the SCG DG inspector. As of 1 July 2006, the SCG will be given independent responsibility and authorization to supervise and inspect all vehicles for DG in the ports. This includes all vehicles for further transport on both road and seaborne.

Furthermore, the SCG will be given the right to access closed spaces, e.g. locked spaces. This is great news for the SCG and is the re-

sult of smart planning by the Swedish Authorities for more efficient and effective use of limited manpower resources. Although, this new authorization will require more training for many of the DG inspectors because all vehicles coming into Sweden will have to comply with the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). So all in all, things are looking good on the horizon for the SCG DG vehicle inspector.

More information on the Swedish Coast Guard can be found at: <http://www.kustbevakningen.se/intrainfoext/KbvHemsida/engelska/english.htm>



This camper van is the mobile office and home of the SCG, used during their inspections in the Swedish ports.

Dangerous goods regulations now address security

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For many years international dangerous goods regulations have been developed in the interest of safety – how to prevent the dangerous substances and articles from being released from their containment and cause harm to persons, property or the environment, and how to mitigate such an accident should it occur.

Now also security, meaning measures or precautions to be taken to minimise theft or misuse of dangerous goods, has become a major concern, due to the recent terrorist attacks. Starting in 2003 with the 13th edition of the UN Recommendations/Model Regulations, new security measures were decided, and the mode-specific implementation then came with the 2005 issues of the ADR and RID. In each set of regulations these measures are to be found in Chapter 1.10.

The new regulations include training for security awareness, comprising methods to address, recognise and reduce security

risks and actions to be taken in the event of a security breach, as well as awareness of security plans. They also introduce the concept of 'high consequence dangerous goods', i.e. those which have the potential for misuse in a terrorist incident and which may, as a result produce serious consequences such as mass casualties or mass destruction.

The list of such goods contains categories of dangerous substances and articles from all classes, except class 9 (miscellaneous dangerous substances and articles), that are considered to have a potential for being deliberately used for terrorist purposes. Examples are several kinds of explosives, flammable gases and liquids in bulk, highly dangerous flammable solids in bulk, oxidizers in bulk, highly dangerous toxic and infectious substances, certain radioactive materials and very dangerous corrosive substances in bulk.

For 'high consequence dangerous goods' a security plan is required, which comprises security responsibilities, records of dangerous goods concerned, assessment of security risks and measures to control them, reporting procedures, procedures for evaluation, testing and review of security plans, and measures to secure transport information.

A joint effort between several organisations, including CEFIC, CLECAT, FIATA and IRU has been made to propose guidelines for such security plans (cf. <http://www.unece.org/trans/doc/2005/wp15/TRANS-WP15-78-inf10e.pdf>).

The security regulations are already in force in several European countries. For Sweden, they are expected to apply from 1 July, 2006.

Welcome to DaGoB



Professor Lauri Ojala Project Director
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Dear Reader,

the DaGoB project "Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea" aims at improving the co-operations between public and private stakeholders related to dangerous goods (DG) transport in the Baltic Sea Region (BSR) by connecting the stakeholders on different levels, providing up-to-date information on cargo flows, supply chain efficiency and risks related to DG transport. Achieving this objective and contributing to the Dangerous Goods logistics is a real challenge.

The only way for us to succeed is to work together. Firstly this means that all of us partners need to cooperate efficiently. Secondly we also need to reach out to many other stakeholders through efficient dissemination.

This Newsletter is one of the important tools to inform all interested parties about essential issues regarding the project.

I welcome you to the first edition of the DaGoB Newsletter and encourage you to utilize this great resource all around the Baltic Sea Region and beyond!

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Exercise Roslagen

by Timothy Tinney

On 17 & 18 May 2006, DaGoB public and private stakeholders gathered for the first DaGoB Dangerous Goods (DG) exercise, Exercise Roslagen.

This exercise was lead by the Swedish Coast Guard (SCG) in concert with the DaGoB Work Package 2 (WP2) leader, the Swedish Rescue Services Agency, in keeping with the DaGoB objective to organize joint field and desk exercises to share valuable information in practice.

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Dangerous goods regulations now address security

by Bo Zetterström

The security regulations are already in force in several European countries. For Sweden, they are expected to apply from 1 July, 2006.

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In total, there were thirteen Finnish, seven Swedish, four Estonians, one Lithuanian, one German, and four Latvians who participated in the exercise, which began at Hotel Roslagen in Norrtälje, Sweden.

The Swedish Coast Guard and Dangerous Goods Inspections

by Sten-Olov Södergård

Today the Swedish Coast Guard (SCG) is around 650 personnel strong and is divided into four regions: North, South, East and West. Within those regions there are a total of 26 bases and stations with a central headquarters located in Karlskrona.



Bo Johansson of the Swedish Coast Guard explains the procedures of the Roslagen inspection. In the background the mobile office and home of the SCG, used during their inspections in the Swedish ports

Exercise Roslagen

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The exercise was divided into two parts:

(a) the observance of an actual Dangerous Goods (DG) Inspection conducted by the Swedish Coast Guard (SCG) at the Port of Kapellskär, 90 kilometres north of Stockholm, and

(b) a seminar on DG inspections and regulations with frequent discussions between DaGoB public and private stakeholders, and even a short class on risk management.

The first part of the exercise began at 0800 on May 17 with the transport to the Port of Kapellskär.

As fortune smiled on the group, the weather was sunny and comfortably cool. When the bus arrived, the group was divided into two sub-groups. Each sub-group shadowed a specially trained SCG DG inspection team to gain first-hand knowledge of the inner workings of a DG transport inspection. Only those DG transport vehicles travelling out of Sweden were inspected.

The initial focus of each SCG inspection team was to first inspect those DG vehicles that have declared to transport DG. This was determined by the paperwork submitted to the Port of Kapellskär when a DG transport vehicle checks-in. Thus, after DG transport vehicles were staged in segregated lanes, their paperwork was then delivered to the SCG DG inspectors for analysis. Once this preliminary analysis is concluded, then the SCG DG inspectors moved to the corresponding DG transport vehicle to discuss the paperwork with the driver.

In the case of this driver's paperwork, it was correct and in order, but there were several instances that day in which discrepancies were found. Some of the most common discrepancies are the use of initials vice signatures and signatures without the requisite printed name. These measures are to ensure that the DG transport vehicle has been authorized by competent authority to transport a certain amount and type of DG.

Next, the inspection team and driver inspected the vehicle and cargo. This was a very detailed inspection. The first priority though, was to locate the DG cargo and ensure that it was properly secured and that it matched the paperwork. Then the rest of the cargo was inspected to ensure that no other DG was unaccounted for and that the rest of the load was properly secured. From there, the inspectors and driver proceeded around the vehicle to ensure that the rest of the vehicle was also in compliance with the International Maritime Dangerous Goods (IMDG) Code. The bottom line is that whenever any DG transport vehicle is to embark on any type of sea transport, it must be in complete compliance with the IMDG Code.

At the coffee break, all exercise participants were treated to some refreshments and received a brief by Bengt Ohlsson, the Port of Kapellskär Supervisor. Here the participants learned that the Port of Kapellskär is owned and operated by Port of Stockholm, was established during the 1970s, and is well suited for fast freight transport to and from Finland and the Baltic States. Also briefed were some of the planned port improvements, many of which are directed to comply with today's modern DG transport rules and regulations. This situation is an excellent example of the continuous process improvements needed to maintain a logistic infrastructure's currency and viability in handling DG transport. This is especially true with the Port of Kapellskär having



The ferry port of Kapellskär



Officers of the Swedish Coast Guard are checking the compliance of the merchandise with international rules



over 2.5 million tonnes of freight passing through it in 2004.

After the coffee break, all exercise participants witnessed random transport vehicle inspections. These types of inspections did not focus only on DG, but also on cargo securing, weight restrictions, and vehicle serviceability.

Several of the inspected transport vehicles required substantial corrective measures due to the following:

- (a) no use of any cargo securing mechanism,**
- (b) cargo straps were used but were incorrectly attached to the trailer such as to the trailers aluminium siding,**
- (c) cargo straps were laid over the top the cargo but the straps had no tension, and**
- (d) worn out cargo straps were used with substantial abrasions and tears thereby significantly reducing the cargo straps securing capability.**

All of the required corrective measures were rectified but many of the drivers had to purchase new cargo straps.

Next on the agenda was lunch back at Hotel Roslagen, but not before a group photo was taken, above.

After lunch, the second part of Exercise Roslagen began with a brief by the SCG on their DG inspection program. More on this will be discussed in the following article, The Swedish Coast Guard and Dangerous Goods.

The next series of events were directed towards posing general questions about DG transport inspections and procedures. Each country within the Baltic Sea Region was then given an opportunity to comment and share their views on each question. This enabled better exchange of information between DaGoB private and public sector stakeholders. Most of the discussion and views were characterized as candid and sincere. All exercise participants are to be commended for their openness and willingness to share both their positive points, as well as their challenges. These question and discussion sessions

continued the next morning, on May 18, for several hours. Then Arben Mullai, from Lund University in Sweden, gave an excellent short presentation on the basics of risk management and how it applies to DG transport. Afterwards, the SCG presented some of their findings in the form of digital photography, from many years of experience. This helped to promote and reinforce correct implementation of DG regulations among the stakeholders.

In conclusion, Exercise Roslagen proved to be an excellent opportunity for public and private stakeholders in the Baltic Sea Region to witness a DG transport inspection by the SCG, and to get together and share their views on DG transport. The result is that Exercise Roslagen has set a superb standard for future gatherings within the DaGoB Project.

Many thanks go to the dedicated SCG team for their excellent exercise program, instruction and openness. Last but not least, a hardy congratulations and job-well-done goes to Sten-Olov Södergård for his outstanding efforts and results as the exercise coordinator and moderator.



27 participants of the inspections at the ferry port of Kapellskär



Officers of the Swedish Coast Guard are checking together with the driver and their colleagues from Finland, Lithuania, Estonia and Latvia the compliance of the papers of the transported merchandise with international rules

ABBREVIATIONS

ADR	Accord européen relatif au transport international des marchandises dangereuses par route (European Agreement on the international transport of dangerous goods by road)
BSR	Baltic Sea Region
DaGoB	Safe and reliable transport of Dangerous Goods in the Baltic Sea Region
DG	Dangerous Goods
IMDG – Code	International Maritime Dangerous Goods Code
SCG	Swedish Coast Guard
SCG DG	Swedish Coast Guard Dangerous Goods
WP	Work Package